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CENTRAL.

The China Mail.

ESTABLISHED 1845

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LONDON.
OLD TOM GIN
"COBRA" BRAND
"SOFT AS CREAM."
AGENTS:
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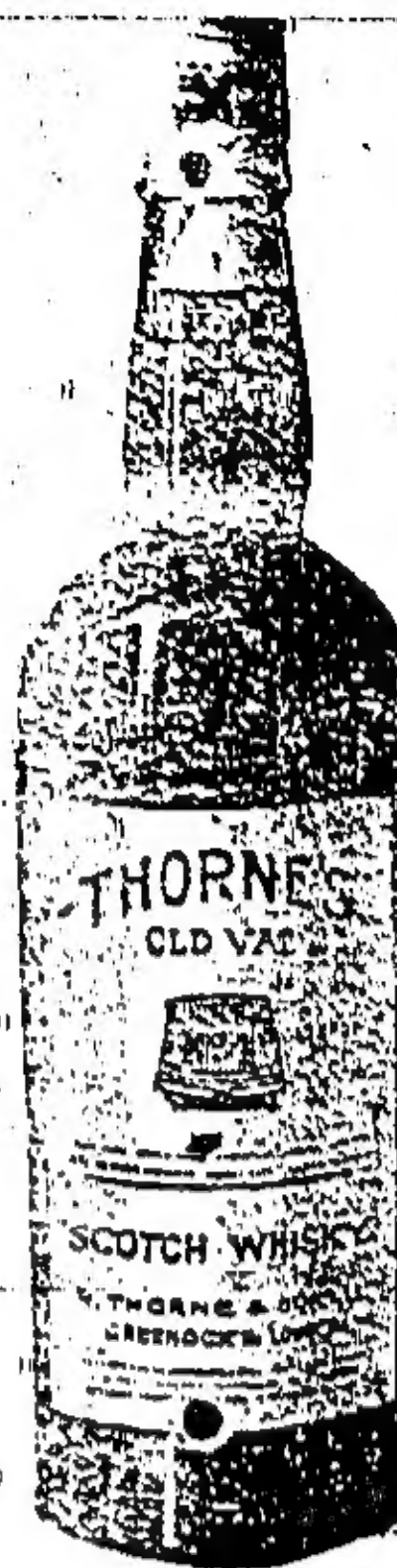
號十三月七年十一百九千一第

HONGKONG, SATURDAY, JULY 30, 1910.

日四廿月六年二號宣

PRION, \$3.00 Per Month.

OLD VAT
No. 4
SCOTCH WHISKY



Sole Agents
HONGKONG,
CHINA &
MANILA.
A.S. Watson &
Co., Ltd.
As supplied to the
House of Lords
and
House of Commons.

CHINA MUTUAL LIFE IN-
SURANCE CO., LTD.
HEAD OFFICE, SHANGHAI

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A strong British Corporation Registered
under Hongkong Ordinances and under
Life Assurance Companies Act, Standard
Insurance in Force.....\$7,855,833.00.
Assets.....\$4,415,250.00.
Income for Year.....\$3,568,549.00.
Insurance Fund.....\$2,216,812.00.

Lefferts Knox, Esq., Hongkong, Canton,
District Manager.
B. W. Page, Esq.,
District Secretary.
Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir P. Chater, Esq., O.M.G.
T. F. Hough, Esq., O. J. Lawrence, Esq.,
Hongkong, November 16, 1909. 1424

BIG FIRE IN SZECHUEN.

At a place called Kwanchow in Szechuen
province a very big conflagration has just
occurred. The fire began in a private house,
and as there was a strong wind blowing, it
soon took hold, and became unmanageable.
It is said that more than two thousand
houses were burnt. About eight thousand
persons have been rendered homeless, and
one hundred and twenty lives have been
lost. While the fire was in progress
many people moved their possessions into
two temples of the God of Fire thinking
that they would be immune there. Both
temples were burnt, and of course all that
was stored in them. The Viceroy is busy
getting subscriptions for the assistance of
those who have been deprived of both
house and sustenance.

IRON FROM CHINA.

An important development of
trade with China is reported by Vice Consul
Baugh (U.S.A.) from Hankow. A contract
running for fifteen years has been signed
between the Hanyang Iron and Steel Works
of Hankow and the Western Steel Corpora-
tion at Ironville, Washington, by which
the Chinese producers guarantee to lay
down not less than 30,000 tons of pig iron
and iron ore each year, the American con-
sumers agreeing to take most of the plant's
output up to a maximum of 100,000 tons a
year.

The Robert Dollar Steamship Company
will transport the ore and pig iron, and at
least twelve trips a year will be necessary to
carry the minimum amount. Considerable
freight will be no need to fill these vessels
on the outward run, and Vice Consul
Baugh is confident that this enterprise will
do much to stimulate trade between the
Pacific Coast and China. He believes that
the proposed trip to the Orient next
September of the Associated Chamber of
Commerce of the Pacific Coast should have
most beneficial results in building up this
trade.

The association of musicians of Stutt-
gart are men of action and the journalists
of Wurttemberg can not when occasion
demands. It seems that a certain news-
paper recently criticised adversely the
doings of the corporation, whereupon the
musicians sent an offensive letter to the
editor not only demanding its insertion,
but calling for dismissal of the writer.
This was, of course, as far as the musicians
were concerned. Next we have the
harmony of the journalists. A meeting was
called, and it was decided by the whole
Wurttemberg Press to insert a short note
in their papers stating that they had
decided to ignore the coming festival of the
association which was being organised in
honour of Schumann.

AVOID ALL DANGERS.
Dysentery is a dangerous disease but
can be cured. Chamberlain's Colic,
Cholera and Diarrhoea Remedy has been
successfully used in nine epidemics of
dysentery. It has never been known to
fail. It is equally valuable for children
and adults, and when reduced with water
and sweetened, it is pleasant to take. For
sale by all druggists and storekeepers.

Business Notices.
W. S. BAILEY & Co., Ltd.
TELEPHONE, K 21.

Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Roofs and Bridge Work.
SLIPPING AND REPAIRS AT LOWEST RATES.
Air Compressor with Hammers and Drills, etc.
Engines, Boilers, Launches, Pumps,
Engineers' Fittings and Supplies.

Ground Floor Shop To Let in
Chater Road.
**MASSEY'S COMMERCIAL MAP AND
DIRECTORY**
With Classified List, Cable Addresses, Telephone
Numbers and List of Residents.
A Guide to Firms and Agencies.

To ensure correct insertion Residents in Hongkong and Kowloon
are requested to send in Name, Address and Telephone Number.
Mr Reginald Hayward is authorised to accept contracts for the above publication.
In case of other canvassers being appointed their names will be
duly advertised.

Hongkong, June 18, 1910. 70.

**THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.**
EXCURSION TO MACAO.

ON SUNDAY, THE 31st JULY,
The Company's Steamship "SUI AN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
Departure from Macao at 5 P.M.

FARES AS USUAL.
By kind permission of Colonel Prior and Officers the Band of the 13th Rajput
under Bandmaster Ocho will play during the trip.
N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WING LOK STREET
WHARF. This steamer connects with the steamer returning from Macao at 5 P.M.
First-class fare by steamer leaving at 1 P.M. and returning with excursion steamer
at 5 P.M., \$4. Single Fare also \$4.
J. ARNOLD, Acting Secretary.

Hongkong, July 25, 1910. 12

THE HONGKONG HOTEL.
UNRIVALED FOR COMFORT AND COINAGE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

PEAK HOTEL.
"ADIRABLY SITUATED AT VICTORIA GAP."
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.
OPEN to the South Winds in Summer and protected from the North-east Wind
in Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent
islands for forty miles.
FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day. Mea. Telephone Add: "Peak Hotel."
Town Office: 4, Des Voeux Road.
Hongkong, February 8, 1908.

THE PHOENIX CLUB, LD.
NOTICE is hereby given that the
THIRD ORDINARY GENERAL
MEETING of the Members of the above
Club will be held on FRIDAY, August
5th, at 5.30 P.M., in the Club premises,
for the purpose of receiving the Report of
the Committee together with a Statement
of Accounts for the year ending 30th April,
1910.
BY ORDER OF THE
GENERAL COMMITTEE.
Hongkong, July 28, 1910. 925

**NIGHT STEAMER TO
CANTON.**
New Twin Screw Steamer,
S.S. SAN CHEUNG
Fitted throughout with Electric Light
and Fan, supplied in all cabins.
Captain J. McGarry.

LEAVES Hongkong for Canton at 9 P.M.
on
SUNDAY, TUESDAY & THURSDAY.
Leaves Canton for Hongkong at 5.30 P.M. on
MONDAY, WEDNESDAY & FRIDAY.
Fare, 1st-Class, \$2.50 single passage.
Meals \$1 each.
Servants' passages must be paid for.
QUEUNG ON STEAMBOAT CO., LD.
No. 285, Des Voeux Road Central.
Hongkong, November 12, 1908. 145

E. C. WILKS,
M. I. MECH. E.
CONSULTING ENGINEER
SURVEYOR & VALUER
OF ALL CLASSES
MACHINERY & EFFECTS.

ALEXANDRA BUILDINGS,
(2nd Floor), HONGKONG.
Office Tel. 195. Residence K20.
Tel. Address: "Wickmanwork, Hongkong."
Codes used: A.B.C. 5th Edition. A.I. &
Western Union.
Hongkong, July 30, 1910. 554

GRAND CARLTON HOTEL.
FIRST-CLASS IN EVERY RESPECT.
HOT AND COLD WATER.
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable
Shopping District.
MODERATE INCLUSIVE CHARGES.
O. K. OWEN, Proprietor.

Business Notices.
—THE—
EASTERN ASBESTOS CO.
ASBESTOS GOODS OF ALL KINDS.
Packings and Jointing for All Purposes.
LUBRICANTS, PAINTS, OILS & VARNISHES.
TELEPHONE No. 501. OFFICE & SHOWROOM:
4, Queen's Building,
CHATER ROAD.

LANE, CRAWFORD & CO.
A 5 or 10 Catty Box, con-
tains one of the most
acceptable Presents to those
at Home.



Without doubt this
is the Finest Blend
of TEA, at the Price,
to be had in China.

1910.
**CUMSHAW
TEA**

LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.
Prices:—Including Freight, Duty and Delivery to any address in the United Kingdom,
for 10 Catty Box, \$17.50. — Per 5 Catty Box, \$10.00.

GUARANTEED ABSOLUTELY PURE
O. B.
BEER
IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.
Price \$12.00 . . . Per Case.

THE BEST AND MOST WHOLESOME TONIC IS
BOCK BEER
TAKEN WITH YOUR MEALS.
\$14.00 . . . Per Case.
From your dealer, or from the
ORIENTAL BREWERY, LTD.
Depot 55-57, Des Voeux Road.

**PRICKLY HEAT LOTION AND
POWDER**
SAFE REMEDIES FOR ALLAYING THE IRRITATION.
SUN GLASSES.
HOUSEHOLD AMMONIA
FOR THE BATH AND ALL TOILET PURPOSES.
NESTOR SANITARY FLUID
A RELIABLE DISINFECTANT.
One Pint Tins 50 cents. One Gallon Tins \$2.00.
VICTORIA DISPENSARY.

GRAND CARLTON HOTEL.
FIRST-CLASS IN EVERY RESPECT.
HOT AND COLD WATER.
Renowned Cooking. Central for all Theatres, Chief Places of Interest and Fashionable
Shopping District.
MODERATE INCLUSIVE CHARGES.
O. K. OWEN, Proprietor.

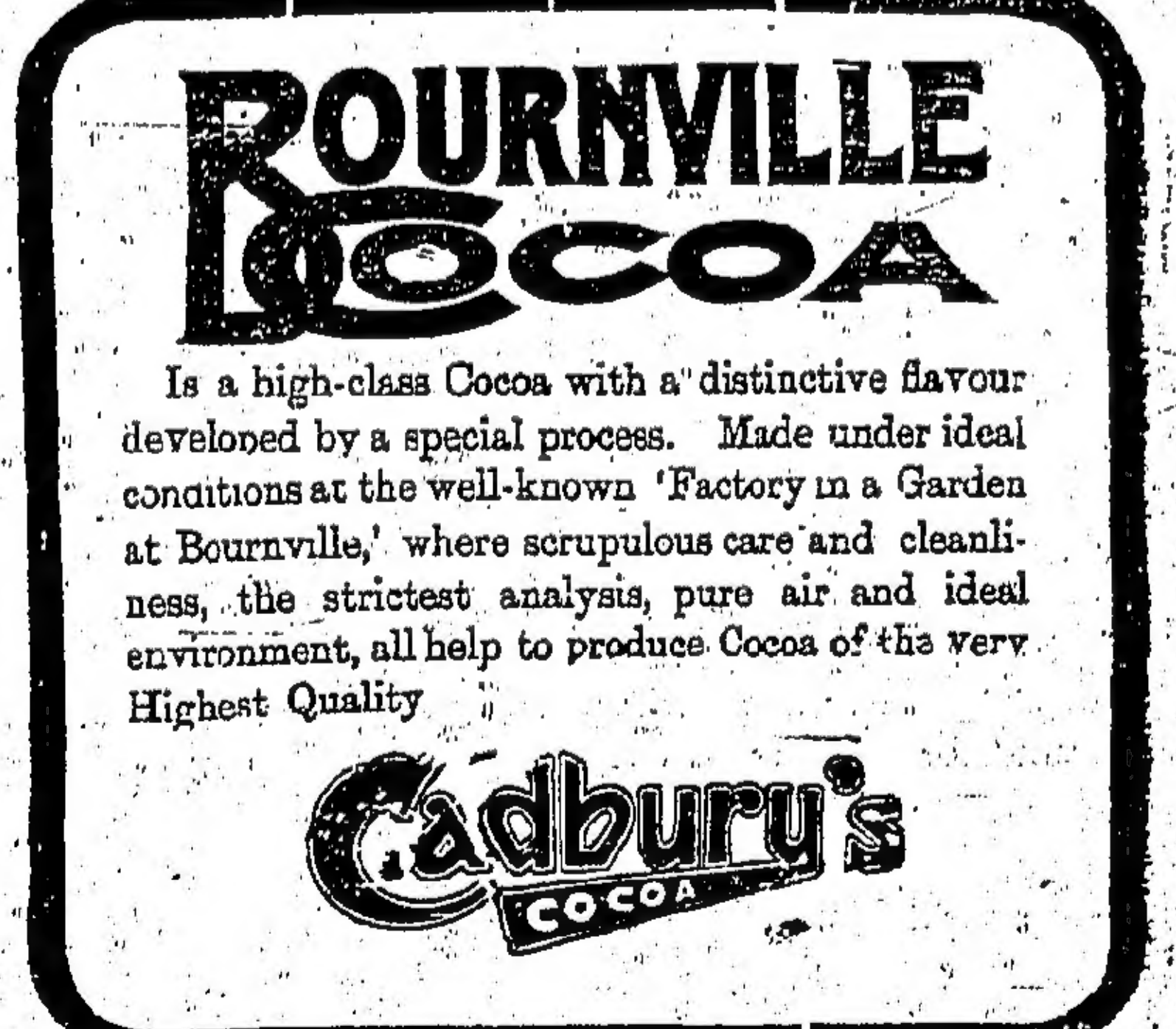
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A WORLD-WIDE REPUTATION for
over THREE-QUARTERS of a CENTURY.
WILKINSON'S
(Established since 1825.)
ESSENCE OF FLUID EXTRACT OF RED JAMAICA.
We cannot speak
too highly of this
Lancet.
Pronounced by the HIGHEST MEDICAL AUTHORITIES
the most
WONDERFUL PURIFIER of the HUMAN BLOOD
Torpid Liver, Debility, ERUPTIONS, &c.
WILKINSON'S INDISPENSABLE TO
SARSAPARILLA ALL WHO VALUE HEALTH
BEWARE OF IMITATIONS AND SUBSTITUTES.
HONGKONG DIXON, OUTCHERLAIN & Co., A. S. WATSON & Co., &c.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT
In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory
In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory
Shewan, Tomes & Co.,
GENERAL MANAGERS.

FAIRALL & CO
LADIES' OUTFITTERS,
GENERAL DRAPERS.
NEW ASSORTMENT OF
DRESS LINENS AND EMBROIDERIES.
TELEPHONE 644. 7 & 9, PEDDER STREET

DIAMONDS AND GEM-SET JEWELLERY
Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,
Charms, Chains, Links, &c.
Jade Stone and Chinese Made Gold Jewellery,
GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.
Repairs of Watches and Jewellery effected by experienced European.
J. ULLMANN & CO.
34, Queen's Road Central Opposite General Post Office.

**BOURNVILLE
COCOA**



Is a high-class Cocoa with a distinctive flavour
developed by a special process. Made under ideal
conditions at the well-known 'Factory in a Garden'
at Bournville, where scrupulous care and cleanli-
ness, the strictest analysis, pure air and ideal
environment, all help to produce Cocoa of the very
Highest Quality
Cadbury's
COCOA
Hongkong, December 10, 1907.

"AQUARIUS" WATER.
A Pure, Distilled Table Water.
IN QUARTS, PINTS & SPLITS,
MIXES WELL WITH WINES & SPIRITS.
Caldbeck, Macgregor & Co.,
15, Queen's Road.
Hongkong, Jan 4th, 1910.

A. S. Watson & Co., Ltd.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BRANDY:

	Per Case of 12	Per Bottle
— SUPERIOR PALE, Red Capsule	\$30
— SUPERIOR OLD COGNAC, Red Capsule	25
— WATSON'S *** COGNAC, Gold Capsule	25
— SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	25
— VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
— FINEST OLD BROWN BRANDY, Gold and White Capsule	40
— HENNESSY ***	50
— BOUTELLEAU'S CHAMPAGNE LIQUEUR	40

MARIE BRIZARD AND ROGERS.

	Per Doz.	Per Bottle
— FINE PALE COGNAC	\$30.00
— V.O. F. V.	64.50
— VERY FINE LIQUEUR COGNAC, 80 Years Old	100.00

NOTE: For Hongkong the above prices will be increased by the amount of duty payable—\$7.50 per Doz.

NEW PIANOS

ON HIRE

AT

\$10 PER MONTH.

Tuning and Regular

Attention Inclusive.

S. MOUTRIE & Co.,

LIMITED.

No. 40, April 16, 1907.

POWELL'S

We are introducing to our customers and the general public, a new wood for furniture construction known as

LIME WOOD

a heavy, close grained timber, eminently suited to the climate and guaranteed not to warp or crack.

FURNITURE

made from this wood is especially free from all classes of insect life, the secret of the lime wood being distasteful to all insects.

We are exhibiting, in our show-window, a collection of LIME WOOD FURNITURE, showing a complete

DINING-ROOM SUITE WITH CHINA CABINET AND PEDESTALS.

ILLUSTRATIONS AND QUOTATIONS ON APPLICATION.

ALEXANDRA BUILDINGS.

'EMPIRE'

CINEMATOGRAF THEATRE, PREMIER HALL OF THE COLONY, 205 VICTORIA ROAD CENTRAL, Opposite Central Market.

Performances: 7.15 to 9 and 9.15 to 11.30 P.M.

Reappearance of Miss EVA HUGHES.

The eminent Soprano and Dancer Miss MAGGIE FRAZER.

The Infantile Actor LITTLE PERCY.

GRAND SUCCESS of the Queen of the Banjo MISS LAURA DIAMOND.

GRAND MATINEE: SATURDAY and SUNDAY, at 2 P.M.

at REDUCED PRICES.

STUART, from the originals in the possession of Mr. O. E. S. CHAMBERS, which supplement the information afforded by the Stuart documents, or rather show us the other, or Hanoverian side, of the shield. From the narrative and commentaries of the anonymous Whig writer, who, besides retelling hearsay reports to his correspondent (identified as Sir ARTHUR STUART DEXHAM of Coltness), was himself a spectator or actor in interesting passages of the drama, it is still more evident than from the Jacobite chronicles that the Government of the day were face to face with a movement which engaged, in Scotland at least, the eager sympathies of a large mass of the nation.

A little matter—the earlier landing of the Prince, the success of the plots for the seizure of Edinburgh and of the Castle, above all a turn in favour of Max in the wavering fortunes of battle at Sheriffmuir—might have changed the tide of war, and perhaps altered the course of history. Of the part played by the Camerons and allied clans in the ambiguous fight where—as the old Jacobite son runs—"we ran and they ran awa' man," a detailed account is given by EVAN CAMERON

of Lochiel, who writes from Uist in July, 1716, a narrative of the faithful and loyal services rendered to four generations of the Royal Stuarts by four generations of his name. He arrived on the moor, after a march from Inveraray, on the morning of the battle. The haste with which the Jacobite Army moved, in columns, to take up position occasioned some confusion, "though never men marched with more cheerfulness." The horse were all drawn to the right, leaving the left uncovered, and LOCHIEL had to draw up in the second line, behind Lowland foot regiments, instead of in the front line, "where I should have been by the order of battle." He thus describes the catastrophe that befell Max's left:—"While my men were drawing up close by a regiment of Lowland foot, who were formed in my front, I being on the right of the front of my own men, waiting impatiently for an opening by which I could get a view of the enemy, in order to advance and attack them, this regiment of foot, after firing on the enemy and receiving their fire, broke in all at once on my regiment, and carried them off before half of them were formed, or of MCKINNON's men, who were drawing up with them, as well some of the Macphersons."

The Chief, from a hollow ground to which he had moved forward to get sight of the enemy and order an advance, looked round, only to find to his surprise that his men had been swept away. There was nothing for it but to gather "three or four gentlemen of his friends who chanced to be near," and to follow the rout, done of his men being seen until he had crossed the Water of Allan. Could a "Highland rush" have opened the engagement on the Jacobite left who shall say that it would not, as on the right, have carried all before it? The writer of the Hanoverian News Letter gives a graphic account of the "varying impressions" and information that reached ANNE's camp at Stirling. "It was a melancholy day to us," he writes on 16th November, three days after the battle, "all that Sabbath afternoon, for we saw all the fields covered with those shattered troops that were broken upon the left, and they all gave out that all was gone, as the first flyers always do." "Providence had so ordered that no flesh should boast," for both sides say, "On the field near Dunblain, our right wing beat there left and there right wing beat our left." But the profit of the battle—the turning-point of the Rebellion—was with ANNE. Of course each side claimed that there was "a vast odds in the numbers," to its disadvantage. The Hanoverian writer reckons the rebel strength as 9,000 or 10,000 men; "ours" was not above 3,400. A Jacobite estimate of Max's army, on the other hand, is that there was not 4,000 men present, and of these "hardly 2,000" in a condition to fight. The enemy consisted of 21 battalions and 14 squadrons. Ammunition was spent and no

longer obtainable; Perth was no longer tenable. All might have been well if "the King" had been at hand. But he was not yet on the high seas. He came too late in the field—like ROY. JAMES' delay in arriving on Scottish soil cost him the Kingdom. Thenceforth, as the Stuart papers show, his life was spent in quite hopeless attempts to interest various of the European powers and to find people likely to furnish him with the wherewithal to enable him to invade his father's lost dominions. A man of austere morals, of excellent intentions, but very stubborn over trifles, he was a drifter with, instead of a battler against, the current. We find him, as we read these contemporary documents, suffering constant rebuffs and disappointments in his scheme of marriage, as in politics and campaigning, in his finances, in his attempts to keep peace among the quarrelsome coterie of many creeds and races that surrounded him. And in the end he died amid the noisome atmosphere created by futile plottings and inept intrigues. Of his sons, the greatly loved Prince CHARLES, of the '45, and Cardinal HENRY STUART, the former made a sad hash of things after Clotilden, the other by becoming a great Prince of the Church of Rome frustrated the last hopes of the race of ever recovering its lost Throne. He died at a ripe age, one of the most respected figures in the College of Cardinals and more of an Italian than a Scotsman, which is not surprising considering his descent on the distaff side. But the romance of the STUARTS still lives, and the story of their ill-fated careers will form the theme of many a volume in the years to come, for their characters notwithstanding they helped to weave the glittering web and warp of the fabric which we term history.

AUGUST BANK HOLIDAY.

Monday, the 1st prox, being a public holiday, the Post Office will be open for one hour only, i.e., from 8 to 9 a.m. There will be one delivery and a collection of letters on Sunday. The Money order Office will be entirely closed. In the event of the arrival of the French Mail from Europe, the Post Office will be open one hour for the delivery thereof. The Banks and the Fire and Marine Offices will be closed.

NEWS OF THE DAY.

The Bishop of Victoria will preach at St. Andrew's Church, Kowloon, to-morrow at 6 p.m. Service.

The Government is inviting tenders for the stalls, etc., at the new Market at Tsing Sha Tsui, Kowloon.

A fine of \$1,000 was imposed at the Magistrate's court on a native who had been caught selling opium wrappings in the Colony.

We understand that the exchange and general business of Mr. D. D. GAZDAR in Hongkong will hereafter be carried on by his son, Mr. K. D. GAZDAR, under the name and style of GAZDAR and Co.

The article on another page, entitled "The Real Power in China," is taken from the Daily Express and must be taken on its own merits. It is interesting for the way in which the writer blends a little fact with a good deal of suppositious imaginings.

The principal yachting fixture of the year, held at Cowes, Isle of Wight, under the auspices of the Royal Yacht Squadron and the Royal London Yacht Club, commences on Monday and lasts until Thursday. The principal fixtures are the Royal London Yacht Club Regatta on Monday; race for His Majesty's Cup on Tuesday; race for H. I. M. the German Emperor's Cup on Wednesday; and the race for the Town Prize on the concluding day.

Some interesting remarks upon the effect of the operations of the Miners' Eight Hours Act are made in reports to the Home Office by the inspectors for South Wales and Yorkshire. The South Wales inspector points out that difficulties arise owing to the rigidity of the Act as to the time at which shifts must commence and finish, and he thinks greater elasticity in that respect would be satisfactory both to owners and workmen. Mr. Pickering, in the Yorkshire report, says: "For many years the colliers' normal shift in Yorkshire coal mines has been eight hours, and from this it might appear that the Act would make no difference to the hours of Yorkshire miners. This was not so. The effect on employment is difficult to estimate, but at some of the old mines an increase of 10 per cent. in the number of persons employed has been necessary to maintain the normal output. The Act has increased the difficulties of machine mining, and the tonnage of machine-cut coal has fallen by 20,000 tons. Previously machine mining was rapidly developing in Yorkshire. The Act also had the temporary effect of increasing the number of accidents."

NEWS OF THE DAY.

The German Mail of the 30th June was delivered in London on the 29th July.

At the Durham Assizes on June 30, Mr. Justice Grantham sentenced a man named Fallon to five years' penal servitude and eight others to terms ranging from three months to eighteen months for rioting during a strike of miners at Horden, where a clubhouse worth £10,000 was burned to the ground.

As showing how great has been the improvement in Army shooting during recent times, it may be mentioned that the 1st Norfolk Regiment, at Aldershot, has done wonderfully well at musketry this year, having a figure of merit 107.4, with 47 marksmen, 178 first-class shots, 200 second-class, and only 19 third-class. The best shot in the battalion is Colour-Sergeant, with 107.

The Daily Mail is offering a prize of £10,000 for a circular flight of 1,000 miles to be made by aeroplane during the second week in July of next year. The course will be from London via Harrogate, Newcastle, Edinburgh, Stirling, Glasgow, Carlisle, Manchester, Bristol, Exeter, Newport, Brighton, and Tunbridge Wells, the finishing point being London. The prize will be awarded to the competitor who completes the course in the shortest time.

Visitors to Japan will find a good deal of interesting and valuable information in a little pamphlet entitled "The Climate of Okama and Unzen," printed at the Nippon Press office. Okama is only a short distance from Nagasaki and its numerous springs and well kept hotels are known to many residents in Chinese Treaty ports. The hill district of Unzen, with its glorious scenery and other attractions, should draw a larger number of visitors every year. It only requires to be better known.

There is a good deal of correspondence going on in Canton relative to the additional tax to be levied upon native spirits. The local officials are apparently at their wits' end to find money to carry on the administration. There is an additional tax on prepared opium, another on the Salt Monopoly, and now it is suggested that a tax be levied upon native spirits. It appears that one firm is willing to give a million dollars per annum for the privilege of farming this branch of the revenue. It does not appear to be settled yet, who is to have the monopoly, but as far as reports guide us, it will fall into the hands of the Leung Kwok-tsun.

On the nineteenth of the present Chinese month, an employee of the Sun Tsung, Foreign Hong, was arrested. Two fellows of the lower sort had set fire to some place, and though the said employee was in no way implicated, a set of roughs watched their opportunity, arrested him, and dragged him before some minor magistrate. But apparently the official did not take the matter very seriously. In any case the man was compelled by his captors to sign a paper promising to give them a certain sum of money after which he would be released and nothing further would be said about the matter. Meanwhile the firm heard of what was going on, and wire able to trace their employee. They sent to the Nankai magistrate at once, and the man was immediately released. This incident shows what a certain class of Chinese are willing to do in order to raise a little money.

SOCIAL AND PERSONAL.

To-day is the tenth anniversary of the accession of Victor Emmanuel III of Italy.

H.E. the Officer Administering the Government has been pleased to recognise provisionally and pending the receipt of His Majesty's exequatur, Mr. A. E. Carlson as Vice and Deputy Consul-General of the United States of America in Hongkong.

His Majesty the King has been pleased to approve the appointment of the Hon. Mr. Henry Kewick to be an Unofficial member of the Executive Council during the absence on leave of the Hon. Sir C. P. Chater. His Majesty has also approved of the appointment of Mr. Kewick as successor to Mr. W. J. Gresson, Unofficial member of the Legislative Council.

Mr. Olaf Nielsen, the retiring Superintendent in Hongkong of the Great Northern Telegraph Company, leaves to-night by the s.s. Anhui, en route for Copenhagen, via Siberia. This morning there was a large gathering of friends at the Hongkong Club when occasion was taken to wish him adieu and all prosperity in his retirement to one of the most popular men ever associated with the Telegraph.

As will be observed by an announcement in another column, the Ven. Archbishop Barnett, of Hongkong, was married on the 21st inst. at Kuling to Miss L. S. Digby, youngest daughter of the late Mr. W. J. Digby, and of Mrs. Digby, of Mount Lodge Co. Galway, Ireland. The ceremony was performed by Bishop Banister, the bridegroom's predecessor as Archbishop of Hongkong.

Mr. P. H. Nye, who for two years has filled the onerous position of Chairman of the Committee of the Institution of Engineers and Shipbuilders of Hongkong, leaves to-night by the s.s. Anhui for a short trip home. The members of the Institution have presented Mr. Nye with a silver cigarette case as a mark of their esteem, while at a farewell luncheon given at the Hongkong Hotel on Friday he received a gold pencil case at the hands of several friends.

[Continued.]

TURMOIL IN TIBET.

BRITISH TROOPS IN READINESS.

(Reuter's Service to the China Mail.)
London, July 30.

Reuter's Simla correspondent states that two Indian regiments of Mountain Battery have been ordered to get in readiness to proceed to Tibet owing to turmoil there in consequence of the movements of Chinese troops.

Meanwhile large supplies have been collected at Gaocong in preparation for an advance to protect British trading agencies at Gyantse, Yatung and Tibet if these places be attacked or endangered.

The troops will be strictly neutral if the Chinese fight the Tibetans.

[Note.—Under the Anglo-Chinese Sikkim Convention of 1890, a trade mart was opened at Yatung; but as the Tibetans disregarded the Convention, a political mission was despatched from India, with a military escort. It reached Lhasa after a very arduous march and several sharp fights on 8 August, 1909. A new Convention was signed (see page 1), and the mission left Lhasa on 23 Sept. This Convention provided amongst other things for the erection of boundary pillars between Sikkim and Tibet; for trade marts at Gyantse and Gartok as well as at Yatung, and for unrestricted traffic by existing routes; for British and Tibetan agents at the trade marts.—Ed. C.M.]

THE CONSTITUTIONAL CONFERENCE.

PREMIER MAKES A STATEMENT.

(Reuter's Service to the China Mail.)
London, July 30.

In the House of Commons last night Mr. Asquith announced that the Constitutional Conference had held twelve meetings and had made such progress that, although an agreement had not been reached, all things considered, it would be wrong to break off at present.

If after further deliberations the Government found there was no prospect of an agreement being reached they would close the Conference.

OUR SAILOR KING.

APPRECIATION OF GUNNERS' WORK.

(Reuter's Service to the China Mail.)
London, July 29.

The King witnessed the tactical exercises of the Home, Atlantic, and Mediterranean Fleets at Torbay, and was delighted with the practice of the Dreadnoughts. He shook hands with the gunners in the turrets.

THE COTTON TRADE.

BIG CORPORATION FORMED.

(Reuter's Service to the China Mail.)
London, July 29.

It is announced in New York that an International Cotton Mills Corporation has been organised with a capital of twenty million dollars to acquire certain mills in the United States and Canada for the purpose of manufacturing a variety of cotton products.

[Independent News Agency's Service to the China Mail.]
Tokyo, July 30.

A Washington telegram says that a scheme is on foot to establish a Corporation in the cotton weaving trade, the main idea being to control all the cotton cloth factories in North America and Canada, as well as those firms who are engaged in the distribution of the products.

SAFEGUARD AGAINST ILLNESS.

MAKE it a rule of your home to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against its bowel complaints. For sale by all chemists and storekeepers.

CLARETS.

Our Stock of Clarets is unequalled, and our prices will be found most reasonable.

Our Clarets are from the famous house of HANAPPIER & CO., of Bordeaux, and include

Cotes, Medoc, St. Julien, Cos St. Michel, Chateau Leoville.

Chateau Larose, Chateau Pontet Canets, Chateau

Mouton-Rothschild, etc., etc.

Five per cent discount will be allowed by us for large orders.

H. Price & Co., Ltd.

12, Queen's Road Central, Hongkong.

TELEPHONE No. 135.

Hongkong, July 25, 1910.

RUSSO-JAPANESE AGREEMENT.

STRANGE RUMOURS IN CHINA.

(Wah Tai Yat Po's Service.)
Peking, July 29.

There is a rumour in circulation in the North to the effect that in addition to the articles of the Russo-Japanese Agreement already made known there are four others which provide for:—

- (1) The protection of the country north of Hoang Ho.
- (2) A temporary residence for the Emperor of Japan in the Korean capital.
- (3) The mutual administration of Mongolia.
- (4) The thorough investigation of the financial position of China.

OFFICIALS' COMPLAINT.

(Wah Tai Yat Po's Service.)
Peking, July 29.

All the Viceroy and Governors of the several provinces are jointly negotiating in order to make a protest to the Board of Revenue, urging a reduction in official expenses.

SATIRIZING THE CHINESE GOVERNMENT.

It is a pity that some of the Chinese newspapers of Hongkong do not exercise a greater restraint when criticizing the actions of the Chinese government, local, provincial or Imperial. Intemperate language always recoils on its user, and this journalists of China will find this out as surely as their Western counterparts have done. A typical instance of utter lack of moderation which too often characterizes editorial utterances, in the vernacular Press has just come under our notice. It appears that the students of the new engineering school at Canton were recently ordered to make a survey of the province. They were asked to draw new maps, and to take special notice of the configuration of the many rivers of the province. It seems, however, that the students were only willing to do the land work, and wished to avoid the surveying of the waters of the province. Those in charge of the work therefore requested the riverine Chamber of Commerce to undertake this duty for them. It was pointed out in the request that those who were constantly going up and down the rivers would of course know all about them! But the Chamber politely declined the honour and pointed out that though its members were accustomed to the general contour of the rivers, they knew nothing of the science of engineering, and without this knowledge it was impossible to undertake the task and so it through. The survey seems likely to end in a fiasco. The incident is taken advantage of by one of the native papers in Hongkong to pour scorn upon the Canton officials for asking others to do what they themselves should accomplish. It is suggested that they are too lazy to undertake a survey of the rivers because it is more difficult work than measuring land, while they also wanted to place all the expense upon the shoulders of shipping circles and thus escape the burden themselves. The writer warns those who have been "teasing the flesh and the fat from the bodies and bones of the people" in order to train surveying engineers that they demand themselves to ask others, who have no part or lot in the matter, to do their work. This "is like the servant taking his master's place, and looting upon his couch, while he orders his master to do the work which he himself ought to carry through." Such criticism besides being wholly unjust and intemperate creates bad feeling in the breasts of the officials and in addition lowers the tone of the press and thus destroys any influence for good which is otherwise might have.

WHY SUFFER FROM RHEUMATISM?

IT is a mistake to allow anyone to suffer from rheumatism, as the pain can always be relieved, and in most cases a cure effected by applying Chamberlain's Pain Balm. The relief from pain which it affords is alone worth many times its cost. For sale by all chemists and storekeepers.

THE COLOWAN PIRATES.

SEVEN CAPTURED AT DUM-BELL ISLAND.

On the Track of the Chief.

There can be no doubt that the capture of the pirates of Colowan Island, a gang of seven men, was a matter of some importance in the history of the island, for they have been known to be outlaws who are known to have recently left the spot. Last night through the activities of Sergeant Gordon, the police officer stationed at Cheung Chau, or Dum-bell Island, a gang of seven men were captured, and they are now in custody in Hongkong.

It appears that Sergeant Gordon was with his brother-in-law, Mr. Henry Best, of Formosa, walking along the beach of the island last night, conversing on the subject of pirates when one of the natives came and informed the officer that a strange boat had put in. Suspecting the possibility of the crew being in command of Colowan pirates a sloop was procured and the strange vessel, which turned out to be an oyster boat, boarded. It was at once apparent that a capital capture had been made, for out of about 13 men on the boat it was seen that half were imprisoned in a cabin while the others were in charge. It was soon learned that seven pirates had been captured and brought to the island. Accordingly, Sergeant Gordon got the boat alongside of the police jetty, took the suspected seven into custody and had them conveyed to the police station. A search was then made of the boat and two Mauser rifles of German make were found, as well as about 150 rounds of ammunition for the same, while a couple of revolvers with about 50 rounds of ammunition were also discovered, together with a number of bolts and bandoliers. A letter couched in somewhat ambiguous terms was also found, one of its passages reading: "Get the money, meet, and return home."

The whole incident was later explained by one of the imprisoned boatmen. He said he was fishing with the others off Sea Tong, opposite Colowan Island, at about mid-night on the 28th inst. when the seven pirates, who had evidently come alongside in a sloop, boarded the fishing boat. They threatened the occupants at the point of revolvers that if they did not take them where they wanted to go they would be shot. There was nothing to do but to submit, and the pirates then took charge of the boat, making the fishermen do all the work. Since then they had been going from island to island and arrived at Cheung Chau last evening about five o'clock.

The seven pirates were this morning brought into Hongkong and at once taken to the Central Police Station, where they had impressions of their finger-prints taken. They were subsequently charged at the Magistrate's Court with possession of arms and ammunition and also with being in possession of a fishing boat stolen outside the Colony's waters. They were all formally remanded. One of the seven who is alleged to be the leader of this gang was found to be in possession of a considerable sum of money, as well as jewellery and other booty supposed to have been plundered. He is a fierce-looking little man and the police find him very uncommunicative. One of the others admits coming from Colowan and says he is a bricklayer by trade but was persuaded by the others to join in piratical work.

The same night as these arrests were made word was brought to Sergeant Gordon that altogether three strange boats had put in at Dum-bell Island and that one of these landed six men, who boarded one of the fishing junks belonging to the village, took the fishes ashore, paid them 32 each and then put on a steamer running to Macao. They then appeared to have commandeered the junk and sailed away in the direction of Aberdeen. As soon as this news was known Sergeant Gordon set off after the pirates, but although he made a thorough search he was unable to get hold of or even sight them. Nothing has been seen since of the third strange boat.

It is reported that the No. 1 chief of the Colowan pirates was on Dum-bell Island for about three days last week, and efforts are now being made by the police to track him down. He has evidently left the island, but every possible step will be taken to get hold of him, the police at Aberdeen, Shaikwan and at neighbouring stations having been advised to keep a sharp look-out.

THE PIRATE TROUBLE.

(From Our Own Correspondent.)

MACAO, July 29.

Four pirates from the Police Force in bivouac in Colowan sauntered haphazardly into a cave and there picked up a man who was huddled up in a corner with a bullet wound in the arm. The soldiers were alarmed. The captive was escorted to Macao by a Corporal and a private in a launch now on the daily run between the two points. Later in the day the men came across another suspicious character in a follow some distance away. The new find also was wounded and seemed utterly exhausted. He was found by Dr. Andrade and conveyed to Macao on a stretcher.

The Portuguese forces are returning this evening at 8 o'clock leaving a contingent of one hundred men on the island. Major Joaquim A. Santos has been given military command of Taipa and Colowan. He takes up the added duties of "Administrador do Concelho," President of the Municipal Council, Superintendent of Raw Opium and Acting Harbour master. He is a cousin of Dr. A. J. Gomes of Hongkong.

A false report was circulated to the effect that 100 outlaws were in hiding in a given locality but a thorough search gave the rumour the lie.

By special leave of the Governor the capture, hunting and scenes of the late strife have been photographed.

ERVEY MAN HIS OWN DOCTOR.

It is a great many of the common ailments of life that a man with a few reliable remedies at hand can be just as successful in relieving the sufferer as a renowned practitioner. Emergency remedies should be always at hand. Many times doctors' bills have been saved by having a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the home. No doctor can prescribe a better remedy for colic or diarrhoea. For sale by all chemists and stockkeepers.

RAMBLING NOTES.

It begins to look something like serious business when four substantial and up-to-date goods vans stand on the main line at the Ferry terminus of the Kowloon railway. But I understand the enterprise is being strangled at its birth by the non-arrival of the iron-work for the passenger cars. This should have been in Hongkong in January of this year. We have reached the end of July but like Sister Anne when returning from the turret all we can say is, "It cometh not."

In the past the Colony has suffered grievously at the hands of the Crown Agents, but I think the scandal connected with the Taimatsu market ironwork and now the non-arrival of the ironwork for the railway carriages takes the cake. How much longer will the Colony have to put up with such outrageous treatment. I wonder. The Crown Agents are an institution that should be swept away in the interests of the public as well as for the good name of England.

I was glad to see that the second promenade concert at the Public Gardens was much better attended than the first. The night was ideal for such a function and the action of Sir Henry May in bringing a large company from Government House, and Major General Woodroffe in doing duty from Headquarters House, was greatly appreciated. The band of the Buffs has seldom been heard to better advantage, and this only adds to the regret that we shall soon all be feeling when we say good-bye to them. The Buffs have worthily maintained their high reputation during their stay in Hongkong as sportsmen and thorough soldiers and many residents will follow their subsequent career with interest.

The Kowloon Cricket Club concert on the previous Saturday night was another great success, but I venture to express a hope that in future more expedition will be observed in starting the middle interval should be curtailed and greater celebrity used in bringing on the different numbers. A concert lasting from nine till 12 p.m. with the day falling fast and heavily makes a very stiff meal upon one's physical endurance after the burden and heat of a July day.

My congratulations are extended to the Y.M.C.A. in finishing top-hole in the Lawn Tennis tournament. They made up their minds at the outset to go in for the thing thoroughly—which some Clubs certainly did not—and the result is that they have come out winners with a most satisfactory record.

Tennis and bathing, with a little golf now and again, are the principal amusements of Hongkong in the hot weather. It is a gay and busy sight these evenings to watch the different piers and landing stages along the Quay as the various fishing parties assemble and put forth to sea. I wonder Dr. Wilder said it was one of the attractions of Hongkong.

If Manila papers are to be believed the military transport Logan on its present voyage from Manila to San Francisco is to be a "day ship." This is the order that Captain Abbott, the military commandant, has issued, evidently in consequence of the high jinks and skittish jockeying which prevailed on the last outward voyage and which turned the transport into a "cruising vessel." It seems that one of the passengers was thrown overboard the night of the Logan was on the point of sailing, and one veteran officer at once pointed out the danger between Manila and Honolulu, Nagasaki, and San Francisco. On obtaining information he remarked, more in sorrow than in anger, "It will be a long time between drinks."

But, as the Manila Times remarks, this gentleman was of the luck of the draw. Another man has a box of cough medicine and a salad spoon to serve it. Another has a trunk with a false bottom that presses against the lid. Another has a medicine chest. Another has a case of champagne. But there is no sign of a gun to go around and Nagasaki, Honolulu and San Francisco are to see some of the finest things that the paroled tropics ever produced.

Captain Abbott has also forbidden poker-playing, bridge parties, or auction-pool on the ship's run. I wonder if he will be able to last through the voyage, or if his "Blue Laws" will not prove too great a burden for him to carry right to the bitter end?

It is a very old song now that the Policeman's lot is not a happy one. But how about the wretched existence of a poor Dissenting Minister in forced to lead in a rural district of England? The other day in his farthest address on Longing Great Bardfield Chapel to take up a postscript at Dover, the Rev. Alexander McDonald said that whilst Great Bardfield he had learned a lot of new ministerial duties. He found he was expected to beg for tea-meetings, social, harvest festivals, and bazaars; to be a general steward, agent, steward, and treasurer of trust funds; to attend ladies' sewing meetings, arrange services of song, be choirmaster, draw up bills for the printers, and distribute them himself; be leader and secretary of agents and, in fact, be general factotum for everything. The latest duty he had thrust upon him was to beg for his salary, which was 27 lbs. in arrears. He had had to put off his services for whilst drives, for which money could be found, and more kindness had been shown him by individuals outside the church than in. He concluded by remarking: "The world would be better when some of the latter went to heaven."

Let us hope that this is an extreme case. Professor William James, the famous Harvard psychologist, was giving to an attentive class remarkable instances of absent-mindedness. "And let us not omit from our catalogue," he said, smiling, the well-known case of John Burdon Sanderson. Professor Sanderson sat at his desk in University College, lost in thought. He was soon. Beside the great but absent-minded student lay his frugal lunch, a sandwich. Next to the sandwich lay a frog, not dead, but motionless—had been the subject of a curious experiment in the lecture hall an hour before. At noon the assistant left the professor meditating before the sandwich and the frog, and at 1 p.m. when the assistant returned, the professor was meditating still. The sandwich was unaltered, but the frog—the frog had disappeared.

Three or four old Montague and two-year-old Harold were having a bath together in the big tub. Mother left them a moment while she went into the next room. Suddenly a series of agonized shrieks recalled

her. Two dripping, terror-stricken little figures stood, clasped in each other's arms, in the middle of the bathroom floor. "O Mother," gasped Montague, "I got him out! I saved him! The stopper came out and we were going down!" Montague will finish up with the Albert medal one of these days.

And while on the subject of baths, that wasn't a bad story told the other evening of a young fellow who was trying to make his way into society in that strictly classical town of Buffalo. He was a good-natured fellow but his ignorance of history shocked his lady friends. It was after a dinner party at his house and one of them began telling him what they had learned in her private history class. One thing led to another and all the time he was getting into deeper water. At last she surprised him by inquiring: "Now, tell me Sir—what are the Knights of the Bath?" He stammered for a while and finally blurted out: "Why, Saturday nights, I suppose."

Here in Hongkong we have a fairly satisfactory glimpse of Halley's Comet, but in Europe and America they seem to have come off rather badly, and so the funny men are getting back at the astronomers to relieve their injured feelings. Here is one poetic outburst entitled "The Astronomer's Waterloo":

He can rout the sun Arcturus;
He can map Orion's banks;
He can lure us and assure us;
For we know he understands.
Sincerely anything to speak of
"scape his trusty spectroscope"
But a hairy, scary story of
Gaea's deep sleep drops
A comet always gets him.
Always true him and upsets him:
For he can't make head or tail of it at all.

He can figure mass and motion,
And can climb the depths of space;
He can sail the cosmic ocean
In the ships upon its face.
Tha's thousand light-years from it
He can analyze a star;
But the coming of a comet
Gives him the intellect a jar.
A comet always gets him;
More than many, nearly crazy;
For he can't make head or tail of it at all.

As a seed of the pomegranate,
As a grain of golden sand,
He can weigh the winging planet
In the hollow of his hand,
He can heft the bulk of Venus,
And send you to a pound.
How the difference between us
Earth and Venus may be found.
But a comet has him guessing,
Ereunning, and confounding
That he can't make head or tail of it at all.

RAMBLER.

COMPANY MEETING.

William Powell Limited.

The ninth ordinary general meeting of shareholders of William Powell Limited, was held at the Company's Offices, Alexandra Buildings, to-day.

Mr. G. C. Moxon presided, and there were also present Messrs H. J. Gedge, H. Percy Smith, E. Maurice, J. M. Wong, and Mr. Harry Eyre, manager.

The Manager having read the notice convening the meeting.

The Chairman said:—Gentlemen, The balance sheet for the year ending 30th June last has been some time in your hands. I will, with your permission, adopt the usual custom and take it read. The balance of profit at credit of working account is \$4,656.67 against \$4,235.56 last year, and whilst your directors regret the decline they do not think that the shareholders need in any way despair as to the future. They are of opinion that the Company gets its fair share of any business going, and that the poor result of last year's working is due to singularly bad trade and the enormous rent they are now compelled to pay for premises occupied. Of the net profit, \$3,193.21, they propose that \$432.06 be written off for bad and doubtful debts, and the balance of \$2,761.15 carried forward to next account. It is considered advisable to write down furniture and fixtures to a low figure as in the move to new premises it is possible these fixtures may not be worth more than present book value. After much consideration and search your Board have secured premises which they think will prove economical and advantageous to the business in point of position, and a lease will shortly be signed for the building now occupied by Watson's Aerated Water Factory almost immediately opposite this building. This building is to be put into a thoroughly fit state to suit your needs and it is hoped will be ready for occupation next summer, after your present lease terminates. This will effect considerable economy, and given normal trading conditions, there seems to be no reason why this company should not again pay its dividend to the shareholders. With regard to the accounts now before you, it is to be noted that the debt to the Company's bankers is slightly larger than last year, but this is more than counterbalanced by the new stock bought. There is still old stock on hand to the value of \$8,000 to be disposed of, which it is hoped will be sold during the current year. Every effort is made by your manager to keep up to date in every way, and to obtain for the Company as much business as possible, and so to meet all competition. Since our last meeting Mr. Bindu has resigned from the Board and Mr. H. J. Gedge has been invited to take his place, his election requires your confirmation. Before formally proposing the adoption of the report and accounts now before you, I shall be pleased to answer any questions that may be put to the best of my ability.

There being no questions, the Chairman moved the adoption of the report and accounts as presented. Mr. Wong seconded, and the motion was carried.

Mr. Wong moved the confirmation of the appointment to the directorate of Mr. Gedge and the re-election of Messrs Moxon and Gedge as directors. Mr. Eyre seconded, and the proposition was agreed to.

On the motion of Mr. Gedge, seconded by Mr. Maurice, Mr. Percy Smith was re-appointed auditor.

The Chairman—Gentlemen, that is all the business. Thank you for your attendance.

A STRAIGHT TIP.

Be sure and take a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy with you when starting on a trip. It cannot be obtained on board the trains or steamers. Changes of water or climate often cause sudden attacks of diarrhoea, and it is best to be prepared. For sale by chemists and stockkeepers.

PHILHARMONIC SOCIETY.

Annual Meeting.

Commander Basil Taylor, R.N., presided over the annual general meeting of the Hongkong Philharmonic Society, held at the City Hall on Friday evening. There was a good attendance.

The Chairman said he thought, the annual report covered everything which was worth mentioning. He might perhaps say that in the absence of Mr. Dorman Fuller it was proposed to start practicing in October and Mr. Chapman had kindly consented to act as conductor in the meantime. The piece to be selected would be left to the committee.

The committee were re-elected and Mr. R. C. Barlow urged members to assist the committee in every way in selecting a work which would be most acceptable to all members.

Mr. R. C. Barlow was elected honorary conductor for the year and a vote of confidence was passed in the committee and full power given to them to select the best piece for the forthcoming concert.

CHARACTERISTIC CHINESE QUARREL.

Not infrequently during the last few years active antagonism has arisen between the rotaries of the old and the new education. Recently in Hongkong prefecture, a schoolmaster of the old type brought a charge against his rival of the new education, and charged him with being the head of the local Triad Society. Of course there was a hubbub. The man charged, however, did the straight thing, and went in person to the yamen and demanded that the matter should be examined into and sifted to the bottom. Thereupon the man who made the charge refused to appear, but went to another and less important official and made a similar charge. This of course touched all scholars of both types, and the different schools are up in arms, so that the entire district, as far as it concerns students and their families, are taking sides, causing considerable ferment. Each section is demanding that the matter be threshed out, and yet apparently no one is willing seriously to undertake the job.

The new volume of Sir James Murray's English Dictionary (says the Yorkshire Post) deals authoritatively with, if it does not say the least word about, a question that has troubled Englishmen and Scotsmen for many a day. Dr. Murray, as an Englishman, and a sagacious guide about it nearly a century ago, and it still occasionally provokes newspaper correspondence. The question is whether we should speak of a Scotsman as a Scot or a Scotchman.

If we choose to Webster for a definition, we are directed to "Scot, Scotchman," and there we find him described as "a native or inhabitant of Scotland, a Scot, a Scotchman."

Must dictionary compilers have been satisfied with this definition, or something else, but it is wrong. It is wrong, to begin with, in its history. Dr. Bradley, the editor of this new section of the Dictionary, says there is no evidence that the word "Scot" represents the native name of any Gaelic-speaking people. It is, indeed, more correctly applied to an Irishman. Down to the reign of Alfred, "Scot" was the ordinary synonym for Irishman. But in the course of time, probably in the next reign, it ceased to be associated with Ireland, and has ever since been exclusively applied to natives of Scotland. Sir James Murray and his assistants have dredged Scottish literature with a trawl-net, and they can only point to ten instances where it is correctly applied to a Scotchman. Down to the reign of Alfred, "Scot" was the ordinary synonym for Irishman. But in the course of time, probably in the next reign, it ceased to be associated with Ireland, and has ever since been exclusively applied to natives of Scotland. Sir James Murray and his assistants have dredged Scottish literature with a trawl-net, and they can only point to ten instances where it is correctly applied to a Scotchman.

Dr. Bradley, "Scot" has been the prevailing form in England, though "Scotch" has always been in use as a more formal synonym. There is official recognition of one form in the title of the Scotch Education Office, but within the last half-century "there has been a tendency in Scotland to discard 'Scotch' altogether, 'Scot' being frequently 'Scot' being substituted." "Scot" is, however, a word which English and Scottish loyalty to tradition, and a bent for inconsistency which is common to us all, will insist upon being Scotch to the end of the chapter. Who, for instance, could be so radically modern as to speak of a Scottish terrier, or the Scottish Grey, or, still worse, of Scottish whisky? Burns by himself makes the tradition honorable to speak of Scots law, and it is strange, in the connection—again illustrating what is said of the swing of tendency—thas Scott again a modern word. When it was proposed to remove the Supreme Court to London, he remarked in his Journal, "Then down fall, as national objects of respect and veneration, the Scottish Bench. But there are a few words which English and Scottish loyalty to tradition, and a bent for inconsistency which is common to us all, will insist upon being Scotch to the end of the chapter. Who, for instance, could be so radically modern as to speak of a Scottish terrier, or the Scottish Grey, or, still worse, of Scottish whisky? Burns by himself makes the tradition honorable to speak of Scots law, and it is strange, in the connection—again illustrating what is said of the swing of tendency—thas Scott again a modern word. When it was proposed to remove the Supreme Court to London, he remarked in his Journal, "Then down fall, as national objects of respect and veneration, the Scottish Bench. 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Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named below—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DEVANHA	Daylight, 1st Aug.	Freight and Passengers.
LONDON, via USUAL PORTS OF CALL	ASSAYE	Aug. 8th	See Special Advertisements.
LONDON & ANTWERP	POONA	Sp.m., 10th Aug.	Freight only.
Yokohama, Kobe, & MANILA	PERA	Aug. 11th	Freight only.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailing from Hongkong and Quebec.

From Hongkong	From Quebec
EMPEROR OF JAPAN	ALLAN LINE
EMPEROR OF CHINA	EMPEROR OF BRITAIN
EMPEROR OF INDIA	ALLAN LINE
EMPEROR OF JAPAN	EMPEROR OF IRELAND
EMPEROR OF CHINA	EMPEROR OF JAPAN

Each Trans-Pacific Express connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The Empress of Britain and Empress of Ireland are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The Empress steamers on the Pacific and the Atlantic are equipped with the latest wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars of application from Agents.

Through Passengers are allowed "Stop Over" privilege at the various points of interest on route.

R. M. S. "EMPEROR OF JAPAN" carries only "One Class" of Saloon Passengers (permitted Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Fiddler Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE, YOKOHAMA, HAKODATE and SAN FRANCISCO.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	Officer	To SAIL
HENRIE KISEN	4578	CHRISTIAN SMITH	5th Aug., at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS, fastest and most luxurious steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	Captain	LEAVING
HAIYANG	Capt. A. E. Hodgkins	TUESDAY, 2nd Aug., at 10 A.M.
HAIKING	Capt. W. C. Passmore	FRIDAY, 5th Aug., at 10 A.M.
HAIKING	Capt. J. W. Evans	TUESDAY, 9th Aug., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	Captain	LEAVING
HAIMUN	Capt. A. H. Stewart	SUNDAY, 31st July, at 10 A.M.
HAIMUN	Capt. A. H. Stewart	WEDNESDAY, 3rd Aug., at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Fochow and Return will be offered.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	Aug. 25	Aug. 20th, at Noon.
EASTERN	Sept. 23	Sept. 17th, at Noon.
ALDENHAM		Oct. 15th, at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

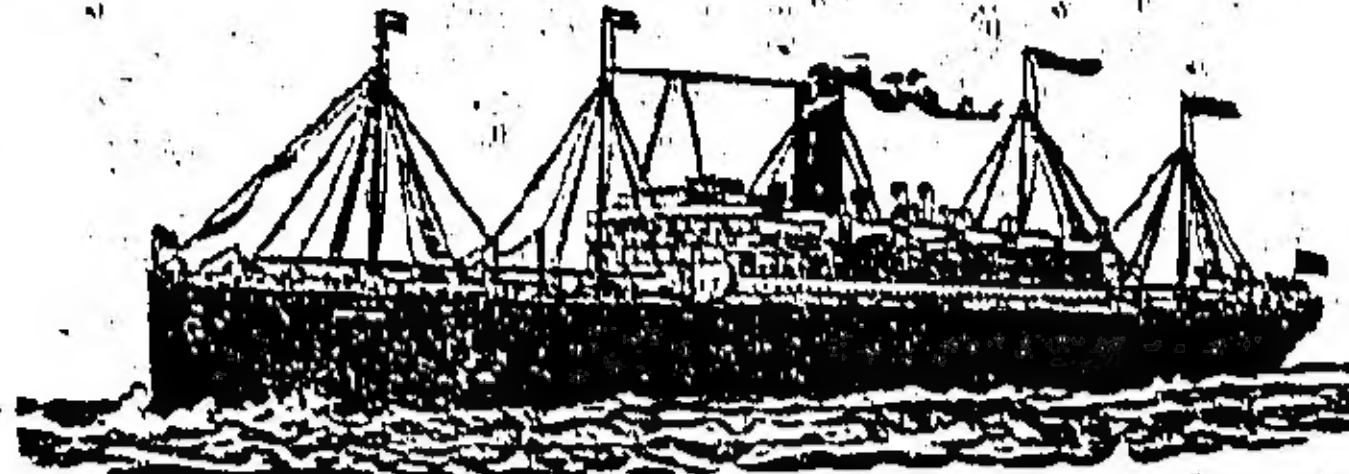
GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line, taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	Tons	SATURDAY	SAILING DATE
SIBERIA	18,000	SATURDAY	1st Aug., at 1 p.m.
MANCHURIA	17,000	SATURDAY	2nd Aug., at 1 p.m.
CHUYO MARU	21,000	SATURDAY	27th Aug., at 1 p.m.
MONGOLIA	27,000	SATURDAY	17th Sept., at 1 p.m.
TENYO MARU	21,000	SATURDAY	24th Sept., at 1 p.m.
KOREA	18,000	SATURDAY	1st Oct., at 1 p.m.
NIPPON MARU	11,000	SATURDAY	15th Oct., at 1 p.m.

* Twin Screws. * Triple Screw Steamers.

The P. M. S. SIBERIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama and Honolulu on SATURDAY, August 6th, at 1 p.m.

Fares: Hongkong to London £71, 10s. Return six months £120 2s months £125; including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 13th Aug., at 1 p.m.

Asia.....9,500 " SATURDAY, 3rd Sept., at 1 p.m.

The S.S. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 13th, at 1 p.m.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London, via Canadian Atlantic Ports...£45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passages and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
TACOMA, via KEELUNG, MOJI, KOBE & YOKOHAMA	CHICAGO MARU, Capt. I. Goto.	6,182	Wednesday, 10th Aug., at Noon.
TACOMA, via KEELUNG, MOJI, KOBE & YOKOHAMA	TACOMA MARU, Capt. H. Yamamoto.	6,178	Wednesday, 11th Sept., at Noon.

The Co.'s newly-built steamers have fast speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Pearls. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI	DAIGI MARU, Captain H. Murayama.	SUNDAY, 31st July, at 10 A.M.
ANPING, via SWATOW & AMOY	JOSEPH MARU, Capt. Y. Yamamoto.	WEDNESDAY, 3rd Aug., at 10 A.M.
SHANGHAI, via SWATOW & AMOY and FOCHOW	BUJUN MARU, Captain Y. Fensho.	THURSDAY, 4th Aug., at 10 A.M.

SPECIAL REDUCTION OF 20% will be allowed to 1st and 2nd Class passengers to FOCHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with the Nishin Kisen Kaisha's steamers at Shanghai for THE NANKING EXPOSITION, HONGKONG-YANKING, RETURN.

1st Class, \$75.00. 2nd Class, \$55.00. 3rd Class, \$37.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout.

First-class cuisine.

The newly-built steamers: "CHONGKONG MARU" and "BUJUN MARU"—First-class cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMSHIP	Tons	To SAIL
NAPLES, GENOVA, ALBIS, GIBRALTAR, SOUTHAMP, TON, ANTWERP & BREMEN	17,000	THURSDAY, 11th Aug., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	17,300	WEDNESDAY, 10th Aug., at Daylight.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	6,100	SATURDAY, 13th August, at Daylight.
YOKOHAMA AND KOBE	6,000	THURSDAY, 23rd Aug.
KUDAT AND SANDAKAN	6,050	End of August.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

PIPER.

The pipes first used by our forefathers were made of walnut shells with a hole bored in them, in which was inserted an ordinary straw! It must have been exceedingly difficult to smoke such a pipe with any degree of enjoyment, especially when we consider that it was customary to pass it round from hand to hand, that each might enjoy a whiff or two. Only a rich man could afford to smoke a whole pipeful, which was at that time not surprising, with tobacco at eighteen shillings an ounce. It appears, however, that the "precious stinko"—for it was thus King James stigmatized the fragrant weed—in his counterblast against tobacco—became wonderfully popular in a very short time. John Aubrey, in his "History of Willshire," says that: "In those days the gentlemen had silver pipes. The ordinary sort made use of a walnut-shell and a straw. I have heard my grandfather Lyte say one pipe was handed from man to man round the table. Within these thirty-five years, 'twas scandalous for a divine to take tobacco." Walnut and straw pipes were soon superseded by clay pipes and the Great Plague gave an additional impetus to smoking, for it was said that none of the tobaccoists died of the disease. Peppy speaks of it in this connection in his Diary, "I was forced," he says, "to buy some roll tobacco to smoke, to and to chew." The best clay pipes were made at Ayrbury, of Chiltern clay, and were made by a man of the name of Gauntlett, which was stamped on the pipe-bowls, and was especially favored. For some inexplicable reason the earliest clay pipes were known generally as "china." China was at one time highly ornamented, and there was a great demand for pipes bearing the heads of popular or unpopular people. When the Duke of Wellington died, a great number of pipes were made in his honor, and were especially favored. Some very beautiful pipes were made of Venetian glass, but they are far too precious to have ever been put to the use for which they were primarily intended. The Black Forest pipe, with its enormous bowl, capable of holding quite half an ounce of tobacco, inspires a respectful awe in the breast of any smoker save a Teuton. With their painted China bowl, long flexible stems, and tasseled cords, these pipes are very handsome to look at, and, with the very mild tobacco which is smoked in them, are more formidable in appearance than in reality.

The briar has largely superseded any other form of pipe, but the "cutty" and the "churchwarden" are not gone from us yet, nor will they soon be. The briar pipe, which is made by the hand, is a very different thing from the "churchwarden," which is a machine-made pipe. The briar pipe is made of the bark of the briar, which is a very hard and durable material. It is cut into a bowl and a stem, and the bowl is polished and the stem is smoothed. The briar pipe is a very different thing from the "churchwarden," which is a machine-made pipe. The briar pipe is made of the bark of the briar, which is a very hard and durable material. It is cut into a bowl and a stem, and the bowl is polished and the stem is smoothed. The briar pipe is a very different thing from the "churchwarden," which is a machine-made pipe.

A few years ago there was a tremendous boom in mechanical pipes and smokers look almost childish in their coloring. But like all crazes it was itself out, and nowadays comparatively few men smoke a mechanical pipe in preference to a briar. This is something more homely in an old briar pipe than in anything else. The smoker keeps it for his hours of ease, and very frequently finds in it a solace for hours which are uneasy. It is faithful friend, and as such it is cherished. Most men have a rack of old pipes, burned out, and the reverence for the old pipe is so great that they are loath to throw away "for old associations' sake."

THE BIRD IN THE HAND

(A BIRD IN THE HAND IS WORTH TWO IN THE BUSH).

"THE bird in the hand" is the customer within the store. It requires some sort of attraction in the first place to get the customer there—about the best attraction is a real, live advertisement: something good that will catch the eye that has been carefully written, artistically composed and suitably set up. Advertisements in the China Mail and Overseas China Mail read the best, look the best, and give the best results.

Hongkong, April 12, 1910.

JAPANESE MASSAGE

Masseur MEIJI SHA, GRADUATE OF KOBE MASSAGE SCHOOL. ATTENDANCE AT PATIENTS' RESIDENCES. No. 171, WANCHAI ROAD, GROUND FLOOR. Hongkong, June 2, 1910.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW, WENHAIWEI & CHEFOO	CHONGSHING	SUNDAY, July 31, Daylight.
SHANGHAI & CHEFOO	KWONGSANG	TUESDAY, Aug. 2, at Noon.
SINGAPORE, PENANG, AND CALCUTTA	LAISANG	WEDNESDAY, Aug. 3, at Noon.
TIENTSIN	CHIPSING	FRIDAY, Aug. 5, at Noon.
MANILA	LOONGSANG	FRIDAY, Aug. 5, at 4 P.M.
MANILA	YUNTSANG	FRIDAY, Aug. 12, at 4 P.M.
SHANGHAI, KOBE AND MOJI	FOOKSANG	FRIDAY, Aug. 19, at Noon.

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamer Kungang, Namsang and Fookkang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yanchow, Peking, Tientsin, Nanking, Hankow, Shanghai, and other ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Sub. Exch. & Telephone No. 215.

JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	TAIYUAN	July 31, Daylight.
MANILA	TAIYUAN	Aug. 2, at 3 p.m.
TIENTSIN	TAIYUAN	Aug. 3, at 4 p.m.
SHANGHAI	TAIYUAN	Aug. 4, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 5, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 6, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 7, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 8, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 9, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 10, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 11, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 12, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 13, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 14, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 15, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 16, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 17, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 18, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 19, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 20, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 21, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 22, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 23, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 24, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 25, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 26, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 27, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 28, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 29, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 30, at 4 p.m.
CHONGHAI	TAIYUAN	Aug. 31, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Elnan, Chinkua)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 85.

SOUTH AMERICAN LINE

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

STEAMSHIP	Tons, Gross	To SAIL
S.S. Kiyo Maru	17,200	Aug. 25th, at noon.
S.S. Bujo Maru	10,500	Oct. 22nd, at noon.
S.S. Hongkong Maru	11,000	Dec. 21st, at noon.

For particulars apply to N. YAMADA, Acting Manager, TOYO KISEN KAISHA, King's Buildings.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAGA MARU, Capt. M. Hagino, Tons 7000	WEDNESDAY, 2nd Aug., at Daylight.
	WAKASA MARU, Capt. N. Nishino, Tons 7000	TUESDAY, 3rd Aug., at 4 p.m.
	ATSUTA MARU, Capt. Wm. Thomson, Tons 9000	WEDNESDAY, 17th Aug., at Daylight.
VICTORIA, B.O. & SEATLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	TAMBA MARU, Capt. E. Sato, Tons 7000	TUESDAY, 16th Aug., at 4 p.m.
	AWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 13th Sept., at 4 p.m.
VICTORIA, B.C. AND SEATTLE	KAMAKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 18th Aug., from KOBE.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 5th Aug., at Noon.
	KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 2nd Sept., at Noon.
NAGASAKI, KOBE AND YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 3rd Aug., at Noon.
SHANGHAI, MOJI & KOBE	COLOMBO MARU, Capt. E. Combes, Tons 5000	WEDNESDAY, 3rd August.
KOBE & YOKOHAMA	MIYAZAKI MARU, Capt. T. Mouri, Tons 8000	THURSDAY, 4th Aug., Noon.
BOMBAY, via SINGAPORE & COLOMBO	BOMBAY MARU, Capt. Terakura, Tons 5000	TUESDAY, 9th August.

* Fitted with new system of wireless telegraphy.

* Cargo only. * Carries deck passengers.

CHEAPEST SUMMER RATES

HONGKONG and JAPAN PORTS.

Commencing Aki Maru 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd Class) AVAILABLE FOR 3 MONTHS.	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
1st class \$120	\$110	\$100	\$90	
2nd class \$80	\$70	\$60	\$50	

With option of Rail between calling ports in Japan.

For further information as to Freight, Passages, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Overseas Road.

T. KUSUMOTO, Manager.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leaves Hongkong	Arrives London	Days
DELHI	8000	Mar. 4	Mar. 10	7
ACADIA	7000	Mar. 13	Mar. 19	6
ASSATE	7000	Mar. 21	Mar. 27	6
MAMORA	10000	Mar. 28	Apr. 4	7
DEVANHA	8000	Apr. 5	Apr. 11	6
DELHI	8000	Apr. 12	Apr. 18	6
ASSATE	7000	Apr. 20	Apr. 26	6
DELHI	8000	Apr. 27	May 3	6

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.FARES TO LONDON (including Suez).
1st Saloon, £104.14 Single, £104.14 Return.
2nd " £72.12In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSFERABLE) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamer	Tons	Leaves Hongkong	Arrives London	Days
SUNDA	4700	Jan. 25	Mar. 11	46
RUBIA	5900	Feb. 1	Mar. 18	46
SYRIA	6800	Mar. 1	Apr. 1	31
NORSE	6700	Mar. 8	Apr. 8	31
PALAWAN	4700	Apr. 1	May 1	31
BOENBO	4600	Apr. 8	May 8	31
BIOLLA	6700	May 1	Jun. 1	31
SUMATRA	4800	May 8	Jun. 8	31
NILE	6700	Jun. 1	Jul. 1	31

These steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (including Suez).
1st Saloon, £58.10 Single, £58.10 Return.
2nd " £38.10Carry 1st and 2nd Saloon Passengers.
For further particulars apply toE. A. HEWITT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	AUSTRALIEN	MOUTON	Aug. 1, p.m.
MARSEILLES, Via Port	ERNEST SIMONS	GERARD	Aug. 2, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	SALAZIE	"	Aug. 15, p.m.
MARSEILLES, Via Port	POLYNESIEN	BRUNO	Aug. 16, at 1 p.m.

TRANSHIPMENT on the C. S. Steamers at Singapore for Batavia, at Colombo for Ceylon, BOMBAY and AUSTRALIA, at Port Said for the LIVERPOOL, CONNOR, and BLACK SEA.
Through Tickets to London, via Paris, from £27.10 up to £11.10. 80 hours railway from Marseilles to London. Interceptors meet passengers on their arrival in Marseilles.

For further particulars, apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	A. Fraser	Manila	SATURDAY, Aug. 6, at Noon.
RUBI	2540	R. Rodgers	Manila	Aug. 18, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG-BOSTON & NEW YORK

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK, via PORTS
AND SUEZ CANAL.WITH LIBERTY TO CALL AT THE
MALABAR COAST.S.S. WRAY CASTLE on or about 6th August.
For Freight and further information, apply toSHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 12, 1910.

Shipping

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST-ASIATIC FREIGHT SERVICE.

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
via STRAITS AND COLOMBO
To HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also to the Straits, East India, and other Mediterranean, Savanna, Black Sea and Baltic Ports, and all North and South American Ports, and also to the Company's 'Arabian and Persian Service' to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Yokohama & Kobe	For Havre & Hamburg
S.S. SPZIZA 12th Aug.	S.S. BRUGAVIA 5th Aug.
	For Rotterdam, Hamburg & Awerp
	S.S. REGOYA 9th Aug.
	For Havre & Hamburg
	S.S. SOANDIA 13th Aug.
	For Havre & Hamburg
	S.S. SLAVONIA 20th Aug.
	For Marseilles & Hamburg
	S.S. SAXONIA 31st Aug.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA

MANILA, NAGASAKI, KOBE,
YOKKAICHI, SHIMIZU and
YOKOHAMA
FOR
SEATTLE.

SAILS FROM HONGKONG ON MONDAY, OCTOBER 31ST, AT NOON.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Mess room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISEA,
Agents.

Hongkong, March 17, 1910.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS
BANKERS, etc.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED AND CASHED.

FURNISH MONIES exchanged.

OFFICIAL AGENTS for the OBERAMMERGAU PASSION PLAYS
of 1910.Head Office for the Far East: 16, DE WICKHAM ROAD,
Hongkong.Japan Office: 32, WATER STREET,
Yokohama.FOR
STRAITS, OCEAN, AUSTRALIA,
INDIA, ADEK, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH
AND LONDON.Through Bills of Lading issued for BATA-
VIA PERMANENT GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.The Steamship ASSATE, Captain
Owen Jones, carrying His Majesty's
Mails, will be despatched from this
BOMBAY, on SATURDAY, the 6th
August, 1910, at Noon, taking
passengers and cargo for the above ports in connection
with the Company's Steamship 'Majestic'
8000 tons, from Colombo, passengers
accommodation in which vessel is secured
before departure from Hongkong.Bulk and Valuable Cargo for France,
and London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding to Marseilles and
London; other cargo for London, &c., will
be conveyed via Bombay by the R.M.S.
Himalaya, due in London on the 19th
September, will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further Particulars, apply to

E. A. HEWITT,
Superintendent.

Hongkong, July 23, 1910.

SHEWAN, TOMES & CO.,
LIMITED.FOR LONDON, ROTTERDAM AND
ANTWERP.THE Steamship CARDIGANSHIRE,
Captain W. O. TRENK, will be despatched
as above on or about 12th August.For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, July 25, 1910.

NOTICES TO CONSIGNEES

INDU-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.THE Company's Steamship Letang,
having arrived from the above Ports
Consignees of Cargo by her are hereby
informed that their goods will be delivered
from alongside.Cargo impeding the discharge or remain-
ing on board after 4 p.m., the 25th inst.
will be landed at Consignees' risk and
expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, July 27, 1910.

IMPERIAL GERMAN MAIL LINE
NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ WALDEMAR,
having arrived, Consignees of cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Val-
ables, are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
Kowloon, and West Point Godown, where
delivery may be obtained.No claims will be admitted after the 1st
of August, 1910, or they will not be re-
cognized.All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 1st August, at
9.30 a.m.All claims must reach us before the 5th
of August, 1910, or they will not be re-
cognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
this undersigned.This Steamer brings Cargo:
Ex s.s. Lohr from Adelaide.For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELBOURNE & CO.,
General Agents.

Hongkong, July 26, 1910.

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD.
BREITEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ LUDWIG,
having arrived, Consignees of cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Val-
ables, are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
Kowloon, and West Point Godown, where
delivery may be obtained.No claims will be admitted after the 2nd
of August, 1910, or they will not be re-
cognized.All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 2nd August, at
9.30 a.m.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
this undersigned.This Steamer brings Cargo:
Ex s.s. Cobito from Venice.

Ex s.s. Cabo Pass from Sevilla.

Transhipped at Port Said.

NORDEUTSCHER LLOYD,
MELBOURNE & CO.,
General Agents.

Hongkong, July 26, 1910.

FROM EUROPE.

THE H.A.L. Steamship
SAXONIA.Captain BARNES, having arrived, Con-
signees of Cargo are hereby informed that
their goods are being landed and placed at
their risk into the Godowns of the Hongkong
and Kowloon Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
Kowloon, and West Point Godown, where
delivery may be obtained.No claims will be admitted after the 2nd
of August, 1910, or they will not be re-
cognized.All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 2nd August, at
9.30 a.m.No Fire Insurance will be effected by us
in any case whatever.This Steamer brings on cargo:
Ex s.s. Pennsylvania from New York.

Ex s.s. Siles from Berlin.

Ex s.s. Wits from Berlin.

Ex s.s. Wits from Berlin.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, July 27, 1910.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP WELSH PRINCE.

FROM NEW YORK.

CONSIGNEES of Cargo by the above
named vessel are hereby informed that
all Goods are being landed at their
risk into the Godowns of the Hongkong
and Kowloon Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
Kowloon, and West Point Godown, where
delivery may be obtained.All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 2nd August, at
9.30 a.m.No claims will be admitted after the 2nd
of August, 1910, or they will not be re-
cognized.All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 2nd August, at
9.30 a.m.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ARNOLD, KARRER & CO.,
Agents.

Hongkong, July 27, 1910.

CHARGEURS REUNIS.

ALL ROUND THE WORLD LINE.

NOTICE TO CONSIGNEES.

FROM HAVRE, MARSEILLES, AND
STRAITS.THE Steamship AMIRAL HAMELIN,
Consignees of cargo are hereby informed
that all goods are being landed at their
risk into the Godowns of the Hongkong
and Kowloon Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
Kowloon, and West Point Godown, where
delivery may be obtained.All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 1st August, at
9.30 a.m.No claims will be admitted after the 1st
of August, 1910, or they will not be re-
cognized.All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 1st August, at
9.30 a.m.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
P. A. LAPICQUE & CO.,
No. 4, Queen's Building,
Hongkong, July 25, 1910.

WEEKLY NEWS

FOR HOME

The Overland China Mail

FULL REPORTS.

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Station	Train	Time	Days
Shanghai (Steamer)	Train	1.00 p.m.	Satur.
Dairin (Train)	Train	10.45 p.m.	Sund.
Mukden (Train)	Train	10.45 p.m.	Mon.
Changchun (Train)	Train	6.00 a.m.	Tues.
Harbin (Train)	Train	11.40 a.m.	Wed.
Shanghai (Steamer)	Train	8.20 p.m.	Thurs.

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SOUTH-BOUND.			
Station	Train	Time	Days
Harbin (Train)	Train	11.20 a.m.	Tuesday
Changchun (Train)	Train	8.40 p.m.	Thurs.
Mukden (Train)	Train	9.00 p.m.	Sat.
Dairin (Train)	Train	4.15 a.m.	Sund.
Shanghai (Steamer)	Train	1.30 p.m.	Mon.

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